

Amendments to the CLAIMS:

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

LISTING OF CLAIMS:

1-9. (Canceled).

10. (Currently Amended) A cruise control system for a motor vehicle, comprising:
a stop-and-go function adapted to automatically keep the vehicle stopped;
a shutoff function adapted to automatically shut off the cruise control system when a brake pedal is being operated, the shutoff function non-operational if predefined conditions are met, including a condition that a velocity is not greater than a certain shutoff velocity;
wherein the shutoff velocity is greater than 0 km/hr but less than 10 km/hr.

11. (Canceled).

12. (Previously Presented) The cruise control system according to claim 11, wherein a condition for the shutoff function being non-operational is a lapse of a predefined time interval since a standstill of the vehicle.

13. (Canceled).

14. (Previously Presented) The cruise control system according to claim 10, wherein under the conditions under which the shutoff function is non-operational, the cruise control system is activatable by an operating control even while the brake pedal is being operated.

15. (Previously Presented) The cruise control system according to claim 10, wherein the stop-and-go function includes a stopped, active state in which the vehicle is settable in motion without driver intervention, and at least one wait state in which start of motion of the vehicle is resumable only upon driver confirmation, and, if the predefined conditions are met, the cruise control system is adapted to enter the wait state at least one of (a) upon operation of the brake pedal in the active state and (b) when activated with the brake pedal being operated.

16. (Previously Presented) The cruise control system according to claim 10, wherein the shutoff function becomes operational, even if the predefined conditions are met, by the brake pedal being operated for a period longer than a predefined minimum period.

17. (Previously Presented) The cruise control system according to claim 10, wherein the shutoff function becomes operational, even if the predefined conditions are met, by the brake pedal being operated multiple times within a predefined time interval.

18. (Previously Presented) The cruise control system according to claim 10, wherein the shutoff function becomes operational, even if the predefined conditions are met, by one of (a) an intensity and (b) a gradient of brake pedal operation exceeding a predefined minimum value.

19. (New) The cruise control system according to claim 11, wherein a condition for the shutoff function being non-operational is a lapse of a predefined time interval since a standstill of the vehicle, and wherein under the conditions under which the shutoff function is non-operational, the cruise control system is activatable by an operating control even while the brake pedal is being operated.

20. (New) The cruise control system according to claim 19, wherein the stop-and-go function includes a stopped, active state in which the vehicle is settable in motion without driver intervention, and at least one wait state in which start of motion of the vehicle is resumable only upon driver confirmation, and, if the predefined conditions are met, the cruise control system is adapted to enter the wait state at least one of (a) upon operation of the brake pedal in the active state and (b) when activated with the brake pedal being operated.

21. (New) The cruise control system according to claim 20, wherein the shutoff function becomes operational, even if the predefined conditions are met, by the brake pedal being operated for a period longer than a predefined minimum period.

22. (New) The cruise control system according to claim 20, wherein the shutoff function becomes operational, even if the predefined conditions are met, by the brake pedal being operated multiple times within a predefined time interval.

23. (New) The cruise control system according to claim 20, wherein the shutoff function becomes operational, even if the predefined conditions are met, by one of (a) an intensity and (b) a gradient of brake pedal operation exceeding a predefined minimum value.